

EEby Gum!

It's the E-Scott (Christmas) Newsletter!

In this scintillating issue!

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Clare, my bass player, and now that I've got your undivided attention read the disclaimer below!

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Words from Ed the Editor!



So, I was reading some of Roger Moss's words re his racing exploits the other day and since I've been somewhat out of the vintage bike scene lately. (*Although I've still ridden modern bikes and raced the F2 sidecar*) I mused that, as I can't seem to find a **“really lightweight”** passenger for my Scott racing outfit. I may as well strip it down and build a really fast solo. This means that I will have to disassemble 3 bikes to build it coz all the good bits are on different machines! **Rats Eh!** Still, the winter is approaching here in the UK and I always need a good project to while away the off season. I'll keep you all posted on the progress but meanwhile here is a pic of my fabulous (*and untried in competition!*) outfit to be cannibalised!

Sob! Sob! Sob! Sob!Sob! Sob! Sob! Snivel!

However! As every cloud usually has a silver lining and as I had been somewhat inspired by the Clive Waye/Chris Williams Scott in the 60's and 70's I have decided to create my interpretation of it. Below is the initial mock up! Cool Eh!



It's going quite well at the moment with some generous donations in Scott bits from fans of the Marque so I hope to have some real progress by the end of January 2010, ready for the racing season. Goody! Goody!

I'll keep you all informed on progress.

And finally a Happy Christmas and a peaceful
New Year to all our subscribers

(And how about sending me some articles!!)

Ted Parkin

Scott works drawings

The collection of Scott works drawings purchased by the VMCC are currently being copied by Roy Fisher in batches.

Currently about 120 drawings are available on TIF or Jpeg and Roy is working through future batches as time allows.

If anyone requires a specific drawing, send an email request to roger@mossengineering.co.uk and if we have this drawing, it will be sent FOC

If the drawing has not yet been copied, then the request will be listed to ensure it is included in the next batch.

Please note that by accepting a drawing, all liability is accepted by the end user.

Roger Moss

Notes from the Design Desk – 2

In the good old days before computers reared their ugly screens and engineering drawings were created on tracing paper with hard lead pencils there was a very different conception as to how precision and relationship of features within a product should be presented.

When I first started working in a drawing office in about 1958 there was a joke which did the round in the office ‘make sure item 2 is straight and true’ and whilst it was always laughed at, behind the phrase was a fundamental truth which was largely ignored by the average engineer, that if you wanted to produce a precisely predictably accurate assembly you needed to start by making sure that every detail and consequently the drawings of those details contained information not only about the extent of the dimensional variation of every feature but in many ways more importantly how all those features related to one another.

It was only while I was working at Rolls Royce in 1968 that the ISO Geometric Tolerance System was introduced and being R.R. they did a very thorough job of ensuring that everyone concerned with producing drawings knew exactly how and when to apply it.

Essentially it formalized and standardized the methodology of presenting information regarding how engineering components are defined on drawings. One advantage of such a system is that drawings produced to this standard would be able to be understood by all engineers worldwide.

The best way of explaining how the system works is, as always, to look at an actual detail and illustrate where and how it would apply. Everyone knows the Scott crankshaft, its one of the most highly stressed members of the engine, and once the basic shape and material have been decided on we need to look at the bearing fit tolerances and the taper requirements for fitting in the flywheel. Having applied all the dimensions and tolerances we then look at how the various features relate to one another. For instance the main bearing location diameter must be precisely concentric to the axis of the taper section and the bearing abutment must be square to the diameter, similarly the con-rod pin’s bearing diameter must be precisely parallel to the main axis to achieve smooth running conditions and long bearing life.

The Geometric Tolerance System provides a range of drawing symbols to represent conditions such as flatness, parallelism, roundness, position, squareness etc..and it requires that the degree of deviation be inserted within its value box. What you enter in this box of course makes you think of the joke we started off with about some feature being straight and true, how straight, how true and true to what. We have to accept that nothing is perfect so whilst I have known draughtsmen enter 0.00000 as a tolerance it is more normal to analyse what the requirements of running accuracy and alignment of parts to one another are, before deciding on values that are a) meaningful, b) are achievable with the prevailing equipment you have available or c) come within your financial budget to produce.

Whilst the system as such may appear to be complicated at first glance, it is basically a method of asking you to put numbers on your 'straight and true' comments and asks you to look more carefully at the whole assembly to see how components relate to one another.

So how do we incorporate this modern approach to defining part manufacture into parts that have been around for over 100 years, it's not that difficult as long as you have the dedication and commitment to do it and overall believe that you are moving the Scott story forward into the future and not leaving it to linger as a museum piece.

As Roger spends all his waking hours in a labour of love producing parts to renovate worn out engines or create completely new ones, he knows from a lifetime of hands-on experience which features need to be accurately aligned to others and with that rare quality of total commitment to his craft, not only achieves that aim but has the means to inspect and prove it.

I for my part just sit at his computer and record for posterity all that he does using a CAD programme. The value of **Computer Aided Design (CAD)** is that everything you create on the screen is so exactly precise and it's so easy and quick to 'try out' new ideas. We are currently looking at the main crank case casting and exploring the clearances between the flywheel and the casing which are alarmingly small.

At the end of the exercise we shall produce a fully dimensioned drawing of both a casting and a machined component. Previously we have looked at the crank shaft sub-assembly and explored various ways of adjusting the final clearances between left and right handed crank shafts connected together via. tapers to a common flywheel which is problematic enough but we have succeeded in creating a suite of drawings to cover all eventualities and available for when renovations are required in the future.

Ted Hills (June 09)

The Barber Vintage Motorcycle festival. Alabama U.S.A.



Nestled in the rolling hills outside of Birmingham Alabama, lives one of the greatest collections of vintage motorcycles in the world. This modern museum has a total collection of over 1,200 motorcycles from 20 countries and 200 different manufacturers, spanning over 100 years. Oh, and as an aside, it also houses the largest collection of Lotus racecars known. Were that not enough, the museum is attached to the Barber Motorsports Park, a modern, 2.4 mile, 45 foot wide racetrack, with 17 turns and 80' of elevation changes. Put it all together and you have their showcase annual event, The Barber Vintage Festival, held on October 9th to 11th 2009.

This three days of vintage motorcycle overload includes a full meet of the American Historic Racing Motorcycle Association (AHRMA) for road racing, motocross, and trials events, a massive swap meet, a live auction of over 120 vintage motorcycles, multiple motorcycle shows sponsored by vintage groups and magazines, attendee parade laps led by former World Champion Kevin Schwantz, and of course, the museum. Throw in stunt bike shows, Wall of

Death riders, and two shows by the Aero Shell aerobatic team, and I'll say you have a well rounded weekend!

After a 14 hour drive that began at 3am on Friday morning, we arrived at the museum at 5pm in time for our first event: The Motorcycles by Moonlight dinner. Getting to see the museum on Friday night turned out to be a great idea as it gave us the opportunity to see all the exhibits in a much less crowded environment. The photographs of the displays cannot do it justice. It is truly a wonderful flowing display of the beauty and form of motorcycles through time. The bikes are often at eye level and within your touch, and most allow the displays to be viewed from multiple angles. Guest speaker after the dinner was fellow Texan, Kevin Schwantz, who has just moved his Superbike School to the Barber facility. I have known Kevin since the 80's when he was beginning his road racing career and I was Tech Inspector for the Central Road Racing Club in Texas where he raced. He had not changed a bit, and was still the smiling, bright eyed character he always has been. A bit grey around the temples now, like all of us, I guess.



Saturday dawned with rainy skies, so we decided to take my '27 Flyer to the event in the back of the van to just ride about at the park. The rain held to an occasional drizzle, but the grounds were very wet. By the time I had ridden out of the 'grass' (read: mud) parking lot, I had given up any attempt to keep it clean. The bike ran flawlessly and looked great with the new wheels. I signed up as a bidder at the auction, and reviewed the collection for sale, including a '37 Flyer with no reserve. I then did a look around the perimeter road, and parked at the Motorcycle Classics Magazine show. Even with the poor weather, there was a sea of beautiful vintage machines at the various shows in the display areas. I had come to the Motorcycle Classic Magazine show in particular, to offer a ride on my Scott to editor Richard Backus.

In a recent editorial, he had named a Scott Flying Squirrel as one of his 'bucket list' bikes to own at some point in his life. Soon he was off through the mud and up the hill! Like it would be with any vintage enthusiast, it took him all of 2 minutes to figure out the controls of the Scott. I promised to keep good notes on my future install of a Roger Moss motor, as fodder for a possible article in the magazine.

After checking out the shows, and watching some vintage road racing practice on the track, we were off to see Rhett Rotten and The Wall of Death. Visualize a 50 year old wooden barrel, 30 feet across by 25 feet high, with spectators standing on an outside catwalk near the top, looking in. Add a helmetless crazy man on a 1927 Indian Scout running at 40 miles per hour, SIDEWAYS on the inside of the barrel, standing on the pegs, with his arms outstretched towards the center of the barrel. The whole barrel seemed to move 3-4 inches with every loop, as the un-muffled Indian exhaust bellows out the barrel. What a physical experience! Just then, the Aero Shell aerobatic team made their first low pass trailing smoke...

Saturday evening's auction by Bator International was a continuation of the vintage display treat. After seeing dozens of '20s, '30s, and later bikes go across the blocks, I resolved to work very hard and save, save, save! It became much more logical and obvious, why Mr. Barber had used millions of his hard earned wealth to build the museum and race track. To what better use could your wealth be put? The '37 Scott went for \$7,150, and I bought a 1974 Yamaha TY 250 for \$1,000.

The weather on Sunday morning was much improved. We pulled out my turbo Kawasaki to join the Scott in the fun. We picked up my auction purchase and spent hours wondering around the swap meet. There was much vintage racing still to be seen, including the 100, which was limited to bikes built before 1909.

One more show by the Aero Shell team at noon, and sadly, we had to begin our return trip home.

The return trip seemed quieter and longer, as our minds tried to recover from the sensory overload we had experienced after a weekend in motorcycle heaven. We had lots of time to think about how we will make it to Birmingham next year and remain married. Perhaps if we are crafty enough we can go early and take one of Kevin's classes, so that he can show us the quick way around the track!

I highly recommend a visit to the museum even if you only have a slight interest in motorcycles. It is about a 2 hour drive from Atlanta Georgia, or a 3 hour drive from Memphis Tennessee. You can find additional information here:

<http://barbermuseum.org/>

and here:

<http://www.barbervintagefestival.org/>

Link to the video:

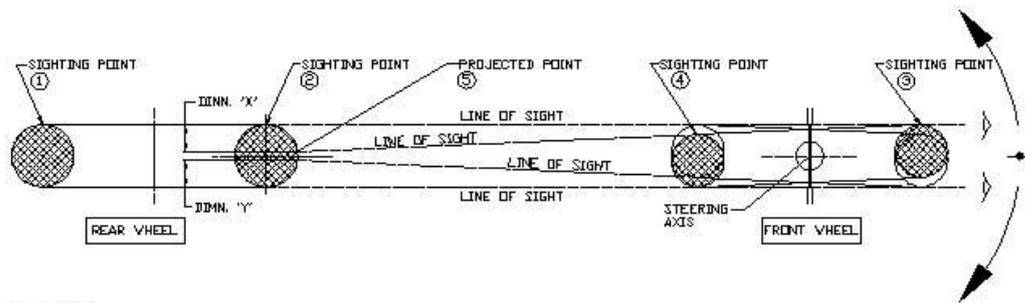
<http://www.motorcycleclassics.com/black-side-down-riding-Scott-Flying-Squirrel-at-Barber-2009>.

Mark Scott and Chuck Sullivan



Here's a simple way of checking wheel alignment

A SIMPLE VISUAL METHOD OF CHECKING ALIGNMENT OF FRONT AND REAR WHEELS



METHOD

- 1) POSITION YOURSELF DIRECTLY IN FRONT OF THE FRONT WHEEL
- 2) TAKE A LINE OF SIGHT ON POINTS 1 AND 2 ON THE REAR WHEEL
- 3) WHILST MAINTAINING THIS POSITION TURN THE FRONT WHEEL ON ITS STEERING AXIS UNTIL POINT 3 IS COINCIDENT WITH POINTS 1 AND 2 ON THE REAR WHEEL
- 4) WHILST MAINTAINING THE FRONT WHEEL IN THIS POSITION ALTER YOUR SIGHTING POSITION TO BRING POINTS 3 AND 4 INTO COINCIDENCE
- 5) PROJECT THIS LINE OF SIGHT ONTO THE INBOARD REAR WHEEL TYRE AND MARK THE PROJECTED POINT 5
- 6) REPEAT THE ABOVE PROCEDURE 1 TO 5 FOR THE OTHER SIDE OF THE WHEELS
- 7) CHECK DIMNS X AND Y THEY SHOULD BE IDENTICAL IF ALIGNMENT IS CORRECT

Vintage Wheels, a cautionary tale!

My father had a modest car when I was a boy which was changed for more immodest examples as his worldly fortunes prospered. He had owned motorcycles in his younger days but matrimony spelt the end of this particular “transport of delight”.

One story he told of his motorcycling days concerned a 500cc Ariel which had been successful in grass track racing before he bought it. He told how when riding fast downhill into our village, the back wheel had locked solid, which resulted in a hairy few moments.

Now I reposition myself in time to 1967 and I am rebuilding the wheels of my much loved 1928 Scott TT Replica.

I am looking at the rear wheel spindle of the Enfield cush hub. The wheel spindle was threaded at both sides to accept a taper roller bearing with a threaded bore. (5/8" x 20 TPI RH from memory).

I could not remember how it came apart, so I had to understand the application in order to be sure I re-assembled it correctly. I reasoned that if the RH bearing inner was not absolutely secured, then the natural forward rotation of the wheel could cause it to rotate in a RH direction and to so tighten on the hub mounted bearing outers until the wheel seized.

I looked at it and my father's story was remembered. He had told of his skill in riding out this locked wheel, but omitted to add that the fault was incorrect assembly by himself. Such is the way of human pride!

I am sure that most owners know of the correct assembly procedure for the rear wheel spindle, but for any who might be in doubt, it is as follows

Right hand side as viewed from the rider's seat

The screwed centre taper roller bearing inner element without the extended rear boss with spanner flats, is screwed firmly up to the shoulder on the wheel spindle.

The wheel spindle has a shorter thread length on the RH side.

On the LH end of the wheel spindle (With the longer thread length) screw the inner bearing element with the extended rear boss with flats to just engage the taper roller outer element in the wheel hub.

Next screw on the locknut, and adjust the bearing and locknut until just a slight trace of sideways movement can be felt at the rim then secure the locknut and recheck the free movement.

Now consider what we have done and what can happen if anything were to come loose under the influence of the forward rotation of the wheel..

RH side bearing cannot move inwards and lock the wheel, as it is hard **against** a shoulder.

LH side bearing could rotate anticlockwise only if the locknut became loose, but in this case, the wheel would develop more free play movement rather than lock up.

I certainly do not wish to insult the intelligence of owners, but if this reminder helped just one of us to avoid this potentially dangerous pitfall, it would be worthwhile!

The Scott Scene in South africa

Ken Mercer

I grew up in North West London during the second world war and when hostilities ceased my parents were keen to get out of London and re-located to Clacton on Sea in Essex to run a boarding house. I was taken out of School at age 15 and went to work as a "grease monkey" in a local garage until the only motorcycle shop of note in the town re-opened after the war. I then joined the owner, as this was a real one man and boy outfit, with agencies for Triumph, Ariel, Francis Barnett and a few bicycles as well! My job was to learn all I could about the repair and overhaul of both motorcycles and cycles but in reality I seemed to spend most of my early days repairing bicycle punctures! As I was approaching 16 I was keen to get my hands on a suitable motorcycle for get-to-work transport and pleasure outings with almost no money! One of our customers used to buy petrol for a very nice Scott sidecar outfit in which he would occasionally give me a ride. I discovered that he had at that time about five different Scotts including a 1939 Clubman Special which he very bravely loaned to a friend and I to take trip up to London for one of the motorcycle shows.

To our dismay we managed to break a crank at Romford. I will draw a veil over this other than to say that we managed to leave the machine at the home of a relative and take a train into the Scott premises in London (cannot remember where they were). There we were able to purchase a new crank and we refitted this to the machine and rode it back to Clacton that same day! Can't remember whether we ever told the owner or not!

A very expensive jaunt for us however. In due course this same chap bought a 1930 Sports Squirrel as a basket case and decided that it really needed too much work for his liking and offered it to me for what it had cost him. This was 15 Pounds. I scratched around to raise this and duly became the proud owner of said basket case. The bike was not in boxes however but was all held in a great big hessian sack! Dad and I assembled this during the few months before I was 16 because there was no way I would be allowed to ride it on the road before reaching the legal age!

Quite incredibly it all seemed to be there. Not that there is a hell of a lot to a 1930 Sports Squirrel, just the frame and forks two wheels and mudguards the engine complete with carb and BTH mag and the two speed gear. No lights or anything fancy like that. Not only was it pretty complete but when assembled it started and ran quite well.



On my 16th birthday we pushed the bike onto the road and pushed it to start (we had not managed to get the very strange kick--starter to work at that time). Dad said 'take it round the block and let me know what it is like' but once I was aboard and reveling in the acceleration in the lower of the two speeds I just kept on going and did not get back for about an hour!

Dad was not amused. So that was my induction into the Scott Clan. I kept the machine for about 18 months during which time it served as daily get to work transport and took me wherever I wanted to go during my leisure time.

I even rode it, with my friend on pillion, to the Isle of Man in 1947 to see the Manx GP. I did cover some of this in a much earlier article published in YOWL under the heading "A Sack-full of Scott"

I then began to hanker after a bike that would be more 'passenger friendly' and had a proper lighting system and managed to part exchange the two speeder for a 1929 three speeder Tourer model. This machine served me really well as everyday transport until I landed a job with a Company Car in the early fifties and sold it on to an old friend who strangely lost it in the Jaywick floods shortly thereafter. It was leaning against the balcony rail of one of those tiny bungalows when the sea breeched the sea wall and flooded the whole area.

Many of these bungalows floated off their concrete blocks and turned over but in this case the bungalow settled on to the Scott when the handlebars pierced the floorboards acting like an anchor, which my friend says definitely saved the lives of his parents and his sister who were all in the bungalow with him at the time!

In the late 50's my wife and I emigrated to South Africa and later had two sons who eventually became very keen on motorcycles. This gradually took me back into the 'Bike scene' and we aquired a little 125cc Honda for them to learn on. At that time I did not know of any Scotts in Cape Town and I became one of the founder members of the Triumph Club of South Africa. I was quickly conned into taking the job of secretary and stayed in this post for 15 years before standing down.

However, I discovered that one of the Triumph Club members actually had not one but two Scotts in his stable of machines. We became firm friends and in a week moment he agreed to sell me the 1947 model. The other machine was a 1929 flyer or tourer with a lot of bits not original whereas the 1947 model was very original. Neither machine had run for decades! I then found that there were about four or five other Scotts in Greater Cape Town but in recent years this number has dwindled down to two with a third non runner machine in a town about 200kms away.

The others were sold off as the owners became too old to carry on with them. The other machine in Cape Town belongs to my friend Bill Hoskins and is a 1929 TT Replica. This machine has a rich history here but I will not steal Bill's thunder as he intends to write a piece.



So there you have it. The "Scott Scene in Cape Town" is now down to my '47 Flyer and Bill's '29 Replica. I try to ride mine as much as possible but at the time of writing the engine is down having new bushes put into the piston bosses and a host of other jobs mainly aimed at trying to cure a nasty vibration at anything above 50mph. I have been guided by Roger on these mods and an old friend of Roger's, who lives not too far away and is a highly skilled engineer, has been doing all the highly technical stuff including adding weight to the flywheel. I am also a member of the Cape Vintage Motorcycle Club and we enjoy runs into the winelands and other parts of the Cape every month. We also have a "Natter Meeting" every month in the Clubhouse where a wide range of topics is discussed. I take my Scott where I can but I also have two Triumphs that need to be used. These are a 1954 Tiger 100 and a 1969 TR6 Trophy.

One of my photographs shows the two Scotts in Cape Town being exhibited at "Timour Hall" as part of an annual event in support of various

charities. The other shows my youngest son earlier this year (2009) about to ride the Scott in a fairly new event known as the "Century Run" where the combined age of machine and rider must top the 100 mark to be eligible. I had to ride my Tiger 100 on that occasion as my son had to ride the 1947 machine to qualify. This event is also approx 100km long into the Cape countryside Terminating at the CVMC clubhouse for awards and a Braaivlies. (Barbecue to you!)

(And now!) The final chapters of “Scotland” (Vol 1)

Chapter Twelve

Ride.

Don't you just love crispy crunchy mornings! Those mornings where Summer has gone but no one has bothered to tell the weather yet.

Mornings where you can't wait to jump out of bed and get on your Scott?

No neither do I!

I'd much rather stay in bed and snooze a few minutes more. But Pam had gone to work and the tinkerbells were fluttering around the bedroom. Ah well! Suppose I had better get it over with.

Enthusiasm comes in no greater lumps as I reluctantly drag myself to the toilet and read up one last time about timing. (*the hours I've spent here!*)

As an aside my grandson, who is just learning to read, had stayed with me for a couple of weeks. And, while whiling away the odd hour during his toilet training, had become deeply engrossed in advanced lubrication theory while simultaneously learning the basics of muscular control. He has a feeling that there is a basic flaw in the argument ref. the viscosity index of oils for 2 speeder gearboxes. And we had many laughs and in-depth conversations regarding this.

But this morning Michael wasn't here. The weather, the bike and I were. So after a good breakfast, a handful of cash and some spares. We blast off to Fort Augustus.

A quick ten mile run to warm the engine and I turn off the A96 towards Cawdor. Home of the Thane (*see Macbeth by W Shakespeare*) or the 'Thaness' at the moment. The old Thane having died. Past the restored village and I **was** going onto the Cullodon road but approached the right hand bend at such a rate that I had to go straight on. I couldn't be bothered to turn round so the die was cast for a 60 mile detour. On such insignificant decisions countries have been lost.



No losing the road here though. A 'B' road I think and I suppose it will have number on a large scale Ordnance Survey map but no bother. It's just fun to ride with it's twists and turns. Hills and dales. Blind bends and long straight. Sounds ideal doesn't it? (*just found out its the 851*)

It follows the railway for a while, over old style bridges through forests to emerge on the A9 at Tomatin then turns sharp right into the moors and hills towards FA.

Nice and warm now. I've got used to the vibration and can ease myself into a more comfortable riding position. It sure feels small and flickable after the Flyer. Just an impression I suppose. It can't be more than 70lbs lighter but this gives it a pedal cycle feel. A feeling where it seems possible to skim the surface of the road feeling every bump and uneven surface with your hands feet and backside. Brakes are nothing to write home about. The back is fine. Capable of

locking the rear beaded edge tyre at will but the front! I had tried to improve things and indeed had devoted more than a couple of sessions on the toilet dealing exclusively with this problem.

Michael and I had discussed this at some length during our breakfast 'power meetings' and he thought that maybe this was due to the design change in the early twenties which had improved the motor but, due to the economic situation prevailing after the 1st World War, the factory did not have the wherewithal to improve the bike in the braking department?

His mother was by now getting seriously worried about his grasp of the English language and what relevance the knowledge of model changes in the Scott catalogue would have within his peer group. She suggested I remove 'Technicalities' from the toilet.

Shame!

However.

Suffice it to say that the front brake was crap, and this better be born in mind when speeding into downhill bends.

Past the Ostrich farm at Scatraig (*O yes! We Scots will try anything!*) and my whole body is shaking in time to the vibrations of the bike. That's the bad news. The outstandingly good news is that the radiator is sound as a bell, although it seems to be moving about a bit.

"Check at the next stop." I think when, at a speed I estimated as "Bloody Fast!", a shrieking noise tears into and over the Scottish Highlands frightening those native fauna (ie. Rabbits and Ostriches) into a frenzy. The bike weaves to a standstill as I glance backwards. The chain cover has split at the mounting points and entered the gearbox aperture!

Not good.

Up onto its stand and while waiting for some vague feeling to come back into my fingers have a quick looksee.

OOOOOOOOOO! Dear! Bit of a mess but the chain seems fine. I pick the chaincase out from within the vicinity of the gearbox and find that apart from a few scratches and splits is fine.

I tape it to the mudguard out of the way and check the bike over. Seems fine but I have lost two of the three radiator nuts. Hang on though! The remaining bits of chaincase are held on with captive nuts welded to the broken pieces. I wonder if.....

Sure do. They are the right size but the wrong thread. Perfik! Just right to force onto the rad bolts. Sharp Eh! Who needs Loctite!

Back in the saddle and we blast into action when
**SSSSSSSSSCCCCCRRRRRRREEEEEEEEAAAAAAM!RRRRRRRAAA
TTTLLEE!!!!!!!!!!!!!!!!!!!!!!**

The expansion box hits the road. Back again onto it's stand and I see that the two pieces of metal holding the expansion box to the frame have also fractured with the vibration allowing the whole exhaust system to trail in the road. Another lucky escape! Thick barbed wire suitably unwound solve the problem I can't believe my good fortune and photograph the bike to celebrate!



Back into the saddle and off we go again alongside the Lochs and start the climb to the mountains.

The bike comes into its own here. A coolish day, engine pulling smoothly and the vibration at an acceptable level as we zoom around bends. Flicking its light weight through hairpins and banked to the limit round corners to emerge from the forest onto the bare moorlands. It gets colder in the Autumn air. The engine appreciates this and responds with more buzz.

This is all top gear work of course and we accelerate and accelerate to the top of the viewpoint where we can see the whole of the Highlands stretching away into the distance.

I pushed my 1914 Triumph up here two years ago! (*see Triumph in the West*) and am only too glad to be on something

with a bit of poke!

But I need a rest and as it's only about four miles to FA decide to cane it into town.

This is always the best part of this run as the road drops from the mountains to Fort Augustus.

What you need here is a clear road, dry weather and courage.

We had these in spades!

Glorious speed as we swoop around the bends. The 'G' (*Yes really!*) pressing us down. Faster and faster until even I chicken out and take less of a handful of the throttle. Absolutely nothing on the road as we breast a small rise on our way to the final heart-stopping drop. Clear ahead now and I can give it the works!

Never have I heard it rev so high! Got to be the mid seventies as we run off the hills and onto the run-in to FA. Throttle off. Coast into the town. Blip the throttle just wake up any sleepy tourists and sharp left at the swing bridge over the Caledonian Canal.

FA? OK!

(Epilogue) The Finishing Line.

The Honda speeds off into the distance. I can't catch him on long straights. This is were modern bikes score of course. The ability to keep going at high speed with little vibration. Conversely, this is also were the Scott fails. My trip from Oxford proved that it's determination that gets you to your destination, not enjoyment. I do not wear rose tinted spectacles, although I do indeed have a pink pair for reading, I accept the limitations of these bikes in 1999.

But think about this. This 3 speeder was built in 1926. I'm still polluting the atmosphere almost at the Millennium. The joy and fun which is still to be had for a little outlay is amazing. I have been lucky enough to have discovered this pastime early in my life and hope that I have put as much into it as I have taken out. We have a duty to pass on the word to younger people. Either sex. We are only as strong as the fuss we make.

What goes around comes around and I now remember a small voice in 1970, in Motorcycle Sport. A chap by the name of Dennis Howard, coincidentally a Scott man, who warned of forthcoming legislation on helmets. Dennis took a lot of flak from the motorcycle establishment then and still does. In the VMCC Journal of March 1999 Dennis again warned of the

now well established unelected beaurocrats in Brussels. You think we are safe?

Get on your bikes.

Become a presence on the roads.

Do a bit of PR.

Do you know what **I'm** going to do?

I'm going to lend a bike to a younger man/woman. One that needs work. One where he or she can get some practical experience and learn road craft. He/she has to be local where I can keep an eye on them.

Where I may be able to help.

Because we need youngsters badly. Enthusiasts. **Just like you!**

Well come on then! What's the hold up! Get a move on!

(Copyright Ted Parkin 1997)

Volume 2 starts in the next issue!!!!!!!

From Dave Young.

Dear Roger,

Thanks for replying to email so quickly. My full name is Dave Young and I live in the sleepy country village of Bekesbourne, just eight miles from Lydden Race Track.

My history of my Scotting life started back in 1960 when I had a rather nasty argument with car on one of our narrow country lanes. I was eighteen and riding my first ever motorcycle, a 197cc TANDON.

This accident kept me off work for three years and during that time I managed to buy my Scott, completely dismantled, including the engine, for the grand sum of ten shillings (remember those old brown pieces of paper?). By the time I was fit to go back to work, the Scott was ready for the road and I used it as my daily transport for about five years.

These days it only comes out on high days and holidays. I have attached a picture of it taken when my hair had a bit more colour in it, with my two junior engineers looking over the door of my workshop.

I look forward to meeting you again,

Best regards Dave

(see Dave's pic below)



From Italy

Dear Roger

I am writing you a note and a picture of me with my bike (which in this case is new: Moto Guzzi Daytona 1992). They are photographed at a gathering of motorcyclists in Padua, in October of this year.

The brand of motorcycles Douglas knew, but not well. I did not know that Douglas had built a Boxer engine. I thought that only the UK Velocette had built an engine like that. Also, congratulations for your Italianissima MM, and in Italy one sees very few of MM, then your model is very rare, had never seen. I think I have seen a book (with many color photos) entitled "The bikes Bolognese": did you see?

The MM built it, as you surely know, in Bologna (home of Ducati (whom you know well) Morini and many other brands).

Bologna is the main town in the Emilia region, which includes many towns and cities with many engine manufacturers (Ferrari, Lamborghini, Maserati, etc.) and machining.

I never knew you to be a motorcycle racer. What is the area where you live in the UK? I do not want you to lose much time reading, so I will close and send my greetings

from Adria Renzo Marangoni
Italia



Mad as a bag of Squirrels!!!!

(But GREAT FUN!)

As some of you already know I was involved in F2 sidecar racing a while back and have recently received the following from a young F2 racing team who are making great strides on the UK scene.

As is always the case they would welcome any help to move on to the next level. Having personally raced against them and let me tell you they are seriously good, committed and nice guys! So if anyone out there could help them in any way either goods, sponsorship etc then contact them at their website.

www.kershawracing.co.uk



KERSHAW

The Roost, Whiteburn Farm, LAUDER, TD2 6SQ.
Tel: 01578 740209
info@kershawracing.co.uk www.kershawracing.co.uk

Racing

Dear Sir

We are writing to introduce ourselves to your company. Kershaw Racing competes in one of the most exciting forms of motor sport racing there is, Formula 2 Sidecar racing.



A formula 2 sidecar is a 3 wheeled machine with a driver and passenger.

It has a 600cc motorbike engine which is fully tuned and capable of speeds up to 150mph just two inches from the ground.

We began competing in 2006, winning the Scottish F2 Championship in our rookie year and since then have progressed into the British F2 Championship. We find ourselves here in 2009 on top form and consistently running inside the top 10 in Britain.

This year we have won the North East Club Championship, finished 2nd in the Melville Club Championship (East Fortune Race Circuit). Finished 12th in the British Championship and in the British Cup we finished 2nd, just 17 points behind the leader. We also set a new lap record at East Fortune. Presently we are pushing our engines and technology to the limit but have the team potential to finish in the top 5 in Britain and go for the win in 2010.

We are approaching you for your support to help us get the technology and power required to push us to the next level. With two rounds of the 2009 British Championship running with the British Super Bikes, the exposure to live TV and 30,000 fans means advertising opportunities are maximized. We also competed in the first ever F2 Grand Prix at the World Moto GP, Donington Park, in July.

We have a very talented mix of youth and experience, with one of the youngest drivers in the field, Stephen Kershaw just 22 years old and his passenger Rob Wilson at 41.

2006 Scottish Sidecar Racing Club F2 Championship
2006 Melville Club Tom Dobie F2 Championship
2006 Melville Club GP Chatham Trophy F2 Championship
2006 Silver Brothers Trophy for Melville Club F2 Sidecars Open Championship
2006 East Fortune Open F2 Championship
2006 Scottish Auto Cycle Union Sidecar Championship 6th place overall - F1 & F2

We would like to offer you the opportunity to be part of our team. Your contribution, anything from £100 upwards or goods and services, could include the following benefits, available to you and/or your business:

- 1 Press coverage. We produce regular reports for the local press (Southern Reporter) charting our progress throughout the season.
- 2 Worldwide coverage on our website www.kershawracing.co.uk - professionally produced and maintained by a Webmaster. Please log on for further technical information and photos.
- 3 Display of the sidecar, driver and passenger at your promotional activities.
- 4 Free entry to race meeting of your choice.
- 5 Hospitality at race meeting for you and/or your customers.
- 6 Sidecar bodywork in your colours and logo to be seen nationwide, in local press and websites. (£5,000+)
- 7 Single advert on our sidecar bodywork for the year. (£300)
- 8 Advertising on our race transporter, used daily across the Scottish Borders. (£250)
- 9 Sponsorship is tax deductible.

Should you require further details please contact Stephen or Roger Kershaw on 01578 740 209 or email us at info@kershawracing.co.uk.

We have the talent, the team and the will to win in 2010 and beyond. Please help us put our team and your business in 1st place.

Yours sincerely



Kershaw Racing

2006 Scottish Sidecar Racing Club F2 Championship
2006 Melville Club Tom Dobie F2 Championship
2006 Melville Club GP Chatham Trophy F2 Championship
2006 Silver Brothers Trophy for Melville Club F2 Sidecars Open Championship
2006 East Fortune Open F2 Championship
2006 Scottish Auto Cycle Union Sidecar Championship 6th place overall - F1 & F2

Wanted and For Sale.

Wanted a Shipley or Brum Scott Adria Renzo Marangoni
marangonirengo@inwind.it

Wanted . A 2 speeder front hub and brake or a complete wheel
Ted Parkin editorejp@live.co.uk

Supplier List

Carburettors

If you want good expert information and parts about carburettors contact
Don Payne

Hitchcocks M/cs

Amal Specialists

Rosmary Cott, Oldham Lane West

Chadwick End, Solihull

W Mids B93 0DL

UK

Tel 01564 783 192

Fax 01564 783313

info@hitchcocksmotorcycles.com

www.hitchcocksmotorcycles.com

If you have problems that the special Scott carburettor body is worn, Jon Hodges
could

make a new body - jon@myddfai.com

If you want a more modern replacement, then Moss Engineering can supply an
adaptor

to fit the Scott crankcase and a Mark 1 Amal concentric carburettor.

Petrol / Oil Tanks and Tool Boxes

Down to the last few traditional Biscuit Tin Petrol tanks, also Traditional
separate oil

tanks and Tool boxes.

Colin Morris

The Conifers, Noke Lane,

St Albans
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UK Tel 01923 671 441
Sorry no email connection

Fork Repairs

Elk Engineering.
Contact Jake Robbins.
Tel 01424 445460.
Mobile 07986 254144.
elkforks@aol.com

I've had two pairs of Webb forks repaired/restored by Jake and he does a great job. He will straighten or retube (even taper tubes) and supply spindles, bushes and most other parts.

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Magnetos / Ignition Systems

New Self generating electronic Magnetos. Vintage appearance
BT-H Magnetos Ltd Leicestershire UK
www.bt-h.biz/index2.htm

BTH and Lucas Magnetos rebuilt for over 40 years
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Special ignition systems
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www.rexcauntracing.com/

Spark Plugs

NGK Co We use NGK spark plugs in our racer with complete confidence.
Check out
this website for info:

www.ngksparkplugs.com/techinfo/spark_plugs/techtips.asp?nav=31000&country=US

And this one for the UK

www.ngkntk.co.uk/

Instruments

Rev Counters Electronic. "Scitsu" Pick up from HT lead. Vintage in appearance, works with mags.

Dawson Harmsworth Ltd.

PO Box 3606

Sheffield S6 2YZ

Tel UK 0114 233 7460

Engine and Transmission Parts, Rebuilds, Services

Scott big end roller plates

Laurie Erwood (SOC member)

laurieandval@erwood208.fsnet.co.uk

Piston Rings Made to order

Phil Daintree

22 Hawkstone Road

Whitefield, Manchester N45 7PJ - UK

Tel UK 0161 766 4487

Oil seals and O rings

Rhondama Ltd

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Loughborough

Leics LE11 1RA - UK

enquiries@rhondama.co.uk

Engraving - degree graduations on flywheels, Crank screws, etc

Robinson Engraving

15 Ruskin Avenue, Syston,

Leics, LE7 2BY – UK

Tel UK 0116 260 5998

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Hard Chrome plating including bores

Michrome Electro Plating Coventry UK

www.michrome.co.uk

Scott Engine and transmission rebuilding Specialist in 2 speed gears

Ken Lack

5 Norton Lees Square

Sheffield S8 8SP - UK

Tel UK 0114 281 1250

Scott Engine and Transmission rebuilding

Tim Sharp

14 Hazel Beck,

Cottingley Bridge,

Bingley,

Yorks. BD16 1LZ - UK

Tel UK 01274 567 528

Scott Engine and Transmission rebuilding

Sam Pearce Motorcycles

Unit 5, Stanley Lane Ind Est,
Stanley Lane,
Bridgenorth
WV16 4FS
01746 762743

Scott Engine and Transmission rebuilding, New sports engines etc. Any
challenging
engineering project. Scott technical information on website

Moss Engineering
www.mossengineering.co.uk

33 Kings Lane,
South Croxton,
Leics., LE7 3RE
UK

Tel (0) 1664 840215
Fax (0) 1664 840215

Silk Spares (clutches)

Clive Worrall
"Foxtwood", Foxt Road
Froghall Wharf
Staffordshire Moorlands
ST10 2HT

T 01538 266160
clive@foxtwood.fsnet.co.uk

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Castings

Engineering Patterns for quality replacement castings. Melton Mowbray UK
Tony Pacey (Tony has made my patterns for 35 years – says it all!)

james.pacey1@ntlworld.com

Aluminium Castings. Top quality floor moulding in high strength aluminium.
Heads,
barrels, cases etc.

Accrite Aluminium Ltd.
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Metalcast (Bilston) Ltd
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Bilston WV14 0LU –UK

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Brake Linings, Clutch linings, British bike spares.

Supreme Motorcycles Earl Shilton UK

www.suprememotorcycles.co.uk

Clutch plates

Sam Pearce Motorcycles

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Stanley Lane,

Bridgenorth

WV16 4FS

01746 762743

Cycle Parts

Tyres, oil, all types of accessories

Ken Inwood. Hersham Racing Service

173 Hersham Road,

Hersham Nr Walton on Thames

Surrey

Tel UK 01932 229 547

Control Cables

T Johnson (Cables) G.B.

cableman@btinternet.com

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Rubber saddles

John Budgen Motorcycles

Toddington UK

Edition 12 - 36 – March 2007

PH/FAX: 011 44 1242 621495

Rubber / Dunlop Drilastic type saddles

Terry Doyle

Kick start springs-\$20, Stainless dog bone dampers engraved-\$80 set, Ribbed
brake

drums ala TT Rep or plain \$300, Sprockets dished \$300. Looking for 1920
Motor can

swap other bits let me know your needs. Terry Doyle,

Melbourne,

Australia

tdoyle@alphalink.com.au

General Spares

Scott Owners Club Spares Scheme (Please note the SOC Spares Scheme can only sell to SOC members)

www.scottownersclub.org/spares/

Services

Dynomometer setting up and tuning.

Operating a dyno is not enough. For good setting up you need a water brake dyno and

a really skilled engine specialist who can interpret the readings. Absolutely the best

way to set up any engine.

Dave Holmes

Coventry

UK

dholmes@250mov.freemove.co.uk

Authentication of Scott Motorcycles by SOC Registrar. Send details and photo by post

with SAE or by email to:

Ian Parsons

Musterpit House

Winwick

Northampton

NN6 6NZ

ihparsons@tiscali.co.uk

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Literature

Technicalities – Bill Jamieson’s compilation of technical articles

www.scotttechnicalities.com.au

High quality black and white photocopy sets of manufacturer's original literature

www.brucemain-smith.com

Garage Equipment

Hydraulic bike lifts in all sizes

Amy Holder

Amoir Motorcycle Accessories

http://www.freewebs.com/amoir_1/

Meridan

Coventry

UK

Tel UK (0)7714 273247
amydholder@hotmail.com

Please note that Amy is the granddaughter of Matt Holder who rescued the Scott name

and produced the Birmingham Scott's.

Your Scott should be cared for on a lift from those who help us
